

THE COURTS.

District Supreme Court.

EQUITY DIVISION No. 1—Justice Anderson.
Schwarz agt. Schwarz company; J. R. Heuer, appointed receiver; receiver, bond, \$2,000; plaintiff's attorney, Helge Murray; defendant's attorney, J. R. Heuer.
Eckloff agt. Eckloff; auditor's report ratified; plaintiff's attorneys, J. B. Anderson and John Lewis Smith; defendant's attorneys, Glenn Willett and B. J. Latta.
Richmond Park Improvement Company agt. Right; on hearing; plaintiff's attorney, F. B. Rhodes; defendant's attorneys, Wright & Wampler and A. H. Ferguson.

EQUITY DIVISION 2—Justice McCoy.
Washington and Old Dominion Railway Company agt. Shestzer et al.; injunction issued and hearing set for May 25; plaintiff's attorneys, W. J. Lambert and R. H. Yeaman.
Lasser agt. Lasser; rule as to payment of alimony returnable May 19; plaintiff's attorneys, W. J. Lambert, F. R. Whipple and E. C. Dutton; defendant's attorneys, F. B. Rhodes, P. B. Craven and W. A. Coombe.
Forrest agt. Forrest; sales ratified; plaintiff's attorney, W. G. Gardner; defendant's attorneys, H. E. Davis and W. R. Guy.
Kensch agt. Lane; rule returnable May 26; plaintiff's attorneys, S. V. Hayden and J. L. Parker.
Atkins agt. Atkins; hearing continued to June 15; plaintiff's attorneys, W. J. Lambert and M. J. Colbert; defendant's attorneys, L. M. King and John Ridout.
In re dissolution of the Pullman Porters' Relief Association; order of publication; attorney, A. W. Scott and W. C. Martin.

Circuit Division 1—Justice Gould.
Tait agt. District of Columbia; verdict for plaintiff for \$98.25; plaintiff's attorney, John Ridout; defendant's attorneys, C. H. Syme and R. L. Williams.
United States ex rel. Walker agt. District of Columbia Commissioners et al.; rule returnable May 19; relator's attorney, J. Bennett Carter.
Landreau agt. Hege et al.; motion of defendants for leave to file further affidavits denied; jury sworn; juror withdrawn; leave to amend declaration in ten days and five days to defendant to plead; plaintiff's attorneys, M. J. Colbert and J. W. Baker; defendant's attorney, John Ridout.

Circuit Division 2—Justice Stafford.
Nathan agt. Parker; verdict for plaintiff for \$500; plaintiff's attorney, Alex. Adolf and A. L. Newmyer; defendant's attorney, John Ridout.
Van Senden agt. Hazen; on trial; plaintiff's attorney, Charles Poe; defendant's attorneys, George E. Sullivan and W. C. English.

CRIMINAL DIVISION 2—Chief Justice Covington.
In re estate of Henry C. Frietag; on trial; caveat's attorneys, H. E. Davis and J. V. Reeves; caveat's attorneys, Chapin Brown and C. B. Bauman.

CRIMINAL DIVISION 1—Justice Sids.
United States agt. Charles C. Glover, William J. Flather and Henry H. Flather; perjury; on trial; attorneys, J. J. Darlington, W. G. Johnson, George P. Hoover, Frank J. Hogan, D. W. O'Donoghue and J. E. Stanchfield.
United States agt. Thomas Lyons; grand larceny; bench warrant issued.

BANKRUPTCY DIVISION—Justice Anderson.
In re Caverly Company; petition for review dismissed.
In re John H. Nolan; order overruling order of referee.
In re William B. Soper et al.; reference to special master.

PROBATE DIVISION—Justice McCoy.
Estate of Sylvester A. Grant; petition for letters of administration filed; attorney, W. H. Richards.
Estate of Chris Storm; petition for letters of administration filed; attorney, George C. Hazelton.
Estate of Robert Collins; petition for letters of administration filed; attorney, Mark Stearman.
In re Jeffrey Parsons; order of allowance; attorney, D. N. Houston.
Estate of Margaret Crawford; petition for letters of administration filed; attorney, George C. Gertman.
Estate of Charles M. H. Walther; letters of administration granted to John W. Chappell; bond, \$900; attorneys, Hawken & Havell.
In re Helen J. Brady; order appointing Howard Brady guardian; bond, \$500; attorneys, Hawken & Havell.
Estate of Sylvester A. Grant; letters of administration granted to James C. Anderson; bond, \$3,000; attorney, W. H. Richards.
Estate of Chris Storm; letters of administration granted to Robert F. Storm; bond, \$200; attorney, George C. Hazelton.
Estate of Robert Collins; letters of administration granted to Fred Collins; bond, \$900; attorney, Mark Stearman.
Estate of Mary G. Velati; letters of administration granted to Pauline V. Beyer; bond, \$1,500; attorneys, Brandenburg & Brandenburg.
In re Walter Graham; order of allowance; attorney, W. H. Marlow, Jr.
Estate of George H. Getts; will admitted to probate and letters testamentary granted to George E. Collins and Lawrence G. Fletcher; bond, \$900; attorney, G. F. Collins.
Estate of Philippina Lehnert; will dated January 4, 1912, and March 6, 1915, filed.
Estate of Olive H. Gunning; will admitted to probate; attorney, Lemuel Fugitt.
In re A. M. Butt; order to sell stock; attorney, F. Sprigg Perry.
Estate of Hannah Minster; petition for probate of will filed; attorneys, Tobriner & Graham.
In re Thomas B. Rhodes; order appointing Susie R. Rhodes guardian; bond, \$300; attorney, H. P. Blair.
Estate of Ethel E. Sweeney; letters of administration granted to George F. Collins; bond, \$300; attorney, George F. Collins.
Estate of Allen Walker; will admitted to probate and letters testamentary granted to Annie M. Walker; bond, \$200; attorney, R. A. Heiskell.
Estate of Henrietta Gray; will admitted to probate and letters testamentary granted to May E. Woods; bond, \$1,000; attorney, R. E. McNamara.
Estate of John L. Freund; will dated October 18, 1915, filed.
Estate of Florence H. Chandler; will

dated May 27, 1903, and December 19, 1904, filed.
In re Josephine Bender; amended petition filed; attorney, W. H. De Lacy.
Estate of Horace H. Lockwood; petition for probate of will filed; attorney, H. L. B. Atkinson.
Estate of Landonia C. White; petition for probate of will filed; attorney, W. C. Martin.
Estate of Charles M. H. Walther; petition for letters of administration filed; attorneys, Hawken & Havell.
Estate of Hannah Minster; will dated May 28, 1915, filed.

BIG SUBMARINE LAUNCHED.

L-11 Will Have a Cruising Radius of 5,500 Miles.

QUINCY, Mass., May 16.—The submarine L-11, the last of seven vessels of this class built by the Fore River Shipbuilding Corporation, was launched here today. She was christened by Miss Mary R. Latimer, daughter of Capt. Julian L. Latimer, U. S. N. The submarine, which is 170 feet long, is one of the largest underwater boats in the United States Navy. She will have a cruising radius of 5,500 miles.

To Meet Next in Philadelphia.

BURLINGTON, Iowa, May 16.—Philadelphia was chosen as the meeting place in 1918, at the closing session here last night of the third biennial convention of the Kings' Daughters and Sons. All the former officers were re-elected. Mrs. A. H. Evans of New York is president.

ORPET TRIAL CALLED.

University Student Charged With Murder of High School Girl.

CHICAGO, May 16.—Examination of veniemen in the trial of W. H. Orpet, Wisconsin University student, charged with the murder of Marion Lambert, Lake Forest High School girl, last February, was continued today at Waukegan. Three men were tentatively accepted as jurors yesterday, the first day of the trial.
Judge Charles H. Donnelly, before whom the case is being tried, expects to decide today whether Orpet's lawyers can examine sixty letters which were passed between the accused and Miss Lambert.

AEROS TO CROSS NATION.

Transcontinental Competition Will Start in New York in September.

NEW YORK, May 16.—The transcontinental aeroplane competition, for which prizes have been offered by the Aero Club of America and individuals interested in aeronautical development, will start from New York September 2. It is announced. No definite decision has been reached as to the route, but it was said the aerial highway probably will be laid out through Philadelphia and Pittsburgh, by way either of Baltimore and Washington or Harrisburg, Pa.

RED CROSS IS UNABLE TO OBTAIN ARMISTICES

Warring Powers Reject Plan for Rescuing Wounded and Identifying Dead.

GENEVA, May 15, via Paris, May 16.—The Bulletin of the International Red Cross, which has just appeared, gives the answers of the various governments to the proposal of Gustave Ador, executive head of the Red Cross, requesting several hours' armistice after every engagement to permit the removal of the wounded and the identification of the dead.

The Russian general, Michael V. Alexieff, chief of staff, replied that he had renewed his orders to the chiefs of the Russian armies to negotiate with the enemy after each battle for a suspension as proposed.

The French, British and Belgian governments replied, approving the principle, but saying that its operation was not practicable.

The Italian chief of staff, Lieut. Gen. Cadorna, said that a suspension could not be made without formal assurance of an identical suspension on the other

side. Gen. Cadorna's reply was communicated to Austria, which replied: "A suspension does not appear practical to the commanders of the Austro-Hungarian army."

The German reply said: "The imperial government is unable to consider the proposed measure unless the initiative is taken by the enemy powers."

George Ade Quits Purdue Board.
BROOK, Ind., May 16.—George Ade, in a formal statement explaining his recent resignation as a member of the board of trustees of Purdue University, declared he was out of sympathy with methods of student control at the school, and said: "I am still of the opinion that you cannot teach a bird to fly by tying him to a limb." He criticized what he termed a tendency to repress student initiative.

WOULD NEED 400,000 MEN TO DEFEND BOSTON ALONE

Col. Glenn Says Proposed Army Increase Is Inadequate for Country's Needs in War.

NEW YORK, May 16.—Alton B. Parker was one of the principal speakers at the reunion and dinner of the New York Alumni Association of the Virginia Military Institute here.

"It does not make much difference whether Congress decides on an army of 200,000 or 250,000," Col. E. F. Glenn, U. S. A., chief of staff of the Department of the East, told the alumni, "as

either number would be too small to be worth while." Col. Glenn declared it would take 400,000 men to protect Boston alone.

You have 12,000 police in this city," continued Col. Glenn, "and you have public utilities that need protection. New York city has food for four days. After that I don't know what you would do. In case of attack nine-tenths of your babies would starve to death before you could get them food."

To Establish Hospital in Europe.
MILWAUKEE, May 16.—Dr. John R. McDill of Milwaukee will head a delegation of surgeons and nurses which will sail Saturday, May 27, for Germany to establish and equip hospital units in Europe, about which base hospitals will be developed. The work is under the auspices of the American surgeons' expeditionary committee.

HUBBIES PROVE A PROBLEM.

Finally Decided Where They Shall Stay as Club Women Meet.

NEW YORK, May 16.—Husbands who accompany their wives to the General Federation of Women's Clubs, beginning here next week, will be cared for by turning them over to the men's clubs of the city. The federation's committee on husbands announced this decision today after wrestling with one of the most perplexing problems of the convention.

The only function on the program at which husbands will be expected next week is an excursion to the Edison electrical plant. At other times the plan is to have them entertained by the men's clubs, which will extend hospitality.

A New Business America Is Arising

Members of European Chambers of Commerce and Boards of Trade who come to America to study business conditions say that they cannot keep up with the progress in this country unless they make the trip every three years.

Let any man recall the phases of his business that concerned him most even one year ago—and then consider how much further he has progressed today.

The man who builds a successful motor truck has got to have these changes in mind.

He can no longer be a man content to live with his tools.

And this means that the motor truck engineer has got to go deeper into a greater variety of subjects than any other man in the engineering profession, not excepting the designer of a battleship.

A man capable of seeing all around his problem and taking account, not only of everything that is likely to happen, but also the unexpected, the emergency.

A business man buying a motor truck today can get more for his money than at any previous time. But there are certain things he must keep in mind.

Competent engineering is no more common today than it was ten years ago.

As in every other era of progress, certain catch words will become common.

You are going to hear a great deal about "standardized rules of practice."

You are going to hear a great deal about "European type of construction."

So far good—if the words mean what they say.

Standardization of the right kind is always the work of progress.

The European type of construction—as understood in Europe—means not only a better and more convenient placing of the engine and other working parts, but the use of materials calculated to hold up in unexpected strains.

The danger the business man is liable to is that he may not look deep enough into what is offered him, and may accept the claims for the facts.

It is a significant fact about America that there is never any difficulty in getting the facts

when business men care enough about them to discuss them.

One thing is certain. The way business is progressing in this country, congestion in traffic is going to be more and more the rule, and difficulty in hauling goods increasingly acute.

In the face of these difficulties it is demanded of the engineer that he achieve economy, safety and cheap transportation.

The truck user who wants to know just what it means to solve these problems must see the Riker Truck—the best built truck in America, designed by A. L. Riker and made by the Locomobile Company.

Here is the one American truck in which all the problems of economy, safety and cheap transportation are solved in the light of conditions as they are today.

And it is especially interesting to the business man who is demanding more from his trucks every day that Mr. Riker's engineering plans and judgment in the choice of materials have been confirmed by the performance of the Riker Truck in unsparing war service.

Now, what do economy, safety and cheap transportation mean?

Plainly, to get the load from point to point at a less cost than ever—and be sure it is going to arrive.

Mr. Riker's engineering skill, with the quality for which the Locomobile Company has long been famous, makes the Riker Truck unequalled by any other in the field today.

For instance, Riker Trucks rated at three and four tons are showing every day nearly the same ton-mile per hour capacity as the average five and six-ton trucks.

And the Riker Truck is lighter, more mobile, costs less for tires, for maintenance, for depreciation.

There is nothing like seeing the Truck and having it explained at first hand.

Our Branch House in this city will be glad to extend every courtesy to the business man, his assistant or representative. If more convenient to call after business hours, we shall be pleased to make an appointment by telephone.

WASHINGTON BRANCH HOUSE
1124 Connecticut Avenue
LOCOMOBILE COMPANY OF AMERICA
BRIDGEPORT, CONN.

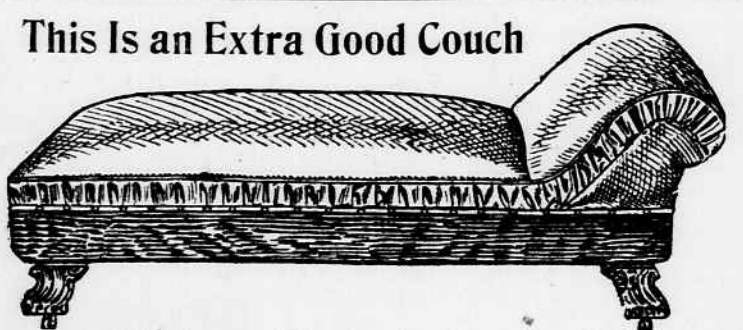
Everything For the Home

You get specializing service here—which means, not only completeness of assortment, but excellence of quality.
You can judge for yourself whether we are lowest in price—by comparison—and our values are guaranteed. Keep that in mind.
Any accommodation in credit is yours—and welcome.



Safe Refrigerators

It is so easy to make a mistake in the selection of a Refrigerator. Appearances count for so little—anybody might be misled—unless a thorough interior as well as exterior investigation is made. The makes we carry are here as the result of just such minute and careful inquiry. They are best beyond question. Saving of ice; protecting absolutely everything consigned to them for cold storage—and designed for practical use. All sizes—and not only cheapest in the end—but in first cost.



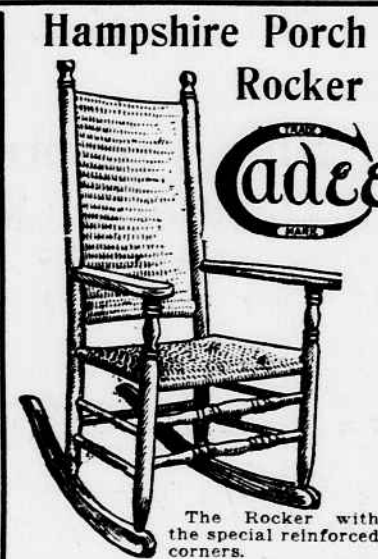
This Is an Extra Good Couch
It is indeed a special value for the price. Full size and strongly made—with heavy Oak frame; substantial steel springs; covered with imitation Black leather. Attractively carved feet and ruffled edge.
Special \$7.65



Useful Hall Racks

Golden Oak, handsome finish; with fixtures at side for umbrellas and canes; box in seat for rubbers, etc.; coat hooks; and bevel French plate mirror.

Special at \$11.85



Hampshire Porch Rocker

The Rocker with the special reinforced corners.
Strong Maple frame; securely braced; high back and comfortable seat; double woven, with wide arms.
Special \$2.49

Seventh and Eye Streets. House & Herrmann Seventh and Eye Streets.

THIS BOOK GOES TO PRESS



JUNE 1, 1916

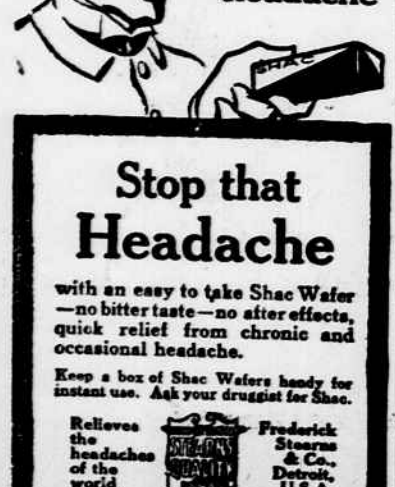
To be sure that your name appears in this issue arrange for Telephone service before that date.
Telephone the Business Office for Telephone service or advertising space.

MAIN 9000

THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY



Better take a SHAC Wafer for that headache



Stop that Headache

with an easy to take Shac Wafer—no bitter taste—no after effects, quick relief from chronic and occasional headaches.

Keep a box of Shac Wafers handy for instant use. Ask your druggist for Shac.

EXPERIENCED ADVERTISERS PREFER THE STAR